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program (Sterneck's program was adopted for the later observations to expedite the work and gave satisfactory, though less exact, results than the older method); (9) determination of Danish mean sea-level and comparison with Prussian and Swedish datums.

JAMES GORDON STEESE.

English Travelers of the Renaissance. By C. Howard. xvii and 233 pp. Ills., index. John Lane Co., New York, 1914. \$2.50. 9 x 6.

At the close of the sixteenth century travel became the fashion as the only means of acquiring modern languages and modern history, as well as the accomplishments and social graces by which a young man won his way at Court. Many books were therefore written for intending travelers. Clare Howard says that these books, "taken in chronological order outline for us the life of the traveling student.

The author expresses the hope that a survey of these works will be useful to students of literature, will show in a new light English society in the sixteenth and seventeenth centuries, and will aid in the interpretation of the great works of literature dealing with those times. The book is to be commended.

WILBUR GREELEY BURROUGHS.

France and the French People. (The Nations of the War Series.) Edited by L. G. Redmond-Howard. 167 pp. Sully & Kleinteich, New York, 1914 (?). 50 cents. 7 x 5.

This book is a volume in the "Nations of the War" series and bears the publishers' announcement that it is "up to date;" yet no date, whether of publication, or copyright, or printing appears anywhere between its covers. The work is a popular account of the origin and history of the *Ancien Régime* in France; of Modern France, its politics and religion, its language and literature, its trade, commerce and economics, its constitution, its ambitions and ideals, its character and spirit.

DAVID H. BUEL.

Rouen: Étude d'une agglomération urbaine. Par J. Levainville. 418 pp. Maps, ill. Armand Colin, Paris, 1913. Fr. 7.50. 9 x 5½.

A wealth of information about Rouen past and present, historical rather than geographical. Certainly no European city can be understood without an account of its history. Rouen was placed at the ford nearest the mouth of the Seine at the head of navigation. To-day both roads and railroads cross the river farther down and, although the Seine has been dredged to three meters at Rouen, the deep sea ships mostly stop at Havre. Levainville's account shows that the city grew as long as the old conditions dominated and has since become of secondary importance. But this is not explicitly referred to its cause in the change of conditions. Levainville's Rouen reaches out into the world to find food for its increasing numbers and raw material for its factories. There is the alternative of a Rouen that was so enterprising and reached out so far with her goods that she prospered and increased in size. The city that just grows and has therefore to feed itself is not geographic. Only cities that do feed themselves abundantly can grow. The checks to progress have come of politics and the rivalry of fitter places in supplying Rouen's markets.

What are the actual modern conditions of Rouen? Has it a system of sewers and running water? Apparently not, but there is no definite statement, nor about the system and cost of tramway transportation or of street lighting. But the book does contain a great deal of interest. MARK JEFFERSON.

The Spell of Flanders. An outline of the history, legends and art of Belgium's famous northern provinces. By Edward Neville Vose. 517 pp. Map, index. The Page Co., Boston, 1915. \$2.50. 8 x 6.

The author's travels in Flanders began in May, 1914, and ended in the opening month of the war. In this intimate picture of Flemish life and land the reader will see the country as it was before the war. Many of the monu-

ments described are now in ruins. The account of rambles between Dixmude and Ypres are now particularly attractive, for the same sights can never meet the tourist's gaze again.

LEON DOMINIAN.

Germany since 1870. By George M. Priest. xvi and 199 pp. Maps, index. Ginn & Co., New York, 1915. \$1.25. 7½ x 5½.

An historical handbook, emanating from Princeton University, and designed as an introduction to the history of Modern Germany. Its aim is to make clear the complexities of German state and national life, and to divest the narrative of the mass of detail, which has been included by historical writers in their account of Germany. Covering the period from the accession of Frederick the Great and Maria Theresa down to the present moment, it puts in the hands of the historical student a compact and condensed, yet scholarly account of the rise and development of present-day Germany. Of necessity, the narrative is largely taken up with wars, campaigns and treaties of peace, especially in the early years of the period, although literary, philosophical, and artistic movements are briefly, yet clearly described. The work obviously calls for the re-telling of the rise, success, and fall of Napoleon, as they brought about the fall and rise of German nationality. In the more difficult part of the work, the unraveling of the diplomacy and responsibility of the Franco-Prussian war of 1870, and the present conflict, an impartial and historical fairness is observed, credit being given and blame apportioned where it properly belongs.

DAVID H. BUEL.

German Sea-Power: Its Rise, Progress and Economic Basis.

By Archibald Hurd and Henry Castle. xv and 388 pp. Map, index. Charles Scribner's Sons, New York, 1913. 9 x 6.

In a study of the sea-power of Germany the consideration of its economic basis is of paramount importance. The present British Chancellor of the Exchequer has pointed out this importance by his recent pronouncement that the issue of the present European war would depend upon the ability of the contending parties to procure the last £100,000,000 to finance the struggle. The elements upon which the economic strength of a nation depends are rightly shown to be the number and character of its population and of its natural resources. This study, written from an English point of view, contrasts conditions in Germany with those in England. Statistics are adduced to show that Germany's birth-rate is decreasing less rapidly than that of England, while its emigration is decreasing more rapidly. While this may be true, other statisticians have given figures to show that England, Germany and France have reached the maximum of their birth-rate and are now tending to a minimum, while Russia and the other Slav peoples are tending toward their maximum birth-rate to such an extent that, at a time which can be determined, Russia will be able to have more men under arms on land and sea than all the rest of Europe combined. It is shown that in the quality of its population Germany shows a relatively high rank. With regard to the natural resources upon which sea-power depends, such as coal, iron, oil, potash, and phosphorus, Germany is shown to hold an unusually favorable position. The conclusion is finally reached that there is no reason to doubt that in a century Germany will be better able to maintain and increase her sea-power than any other European country. What effect the present war will have upon this conclusion is problematical.

DAVID H. BUEL.

Die Marschbildungen an den deutschen Nordseeküsten. Eine bodenkundlich-landwirtschaftliche Studie. Von H. Gruner. iv and 155 pp. Maps, ills. Paul Parey, Berlin, 1913. Mk. 7. 10 x 7.

A painstaking and thorough account of the origin of the marshes along the German North Sea coast with much detail of their physical and chemical composition as well as their crop adaptations. The importance of water supply adjusted to plant needs is recognized. The work is such a mass of detail that it badly needs an index to make it accessible, for general conclusions are hardly reached.

MARK JEFFERSON.